

obligating federal-aid highway funds, potentially jeopardizing local efforts to resolve transportation and air quality challenges.

This provision of State flexibility may produce unintended consequences. Any significant changes in the flow of Federal funds could be detrimental to the region's ability to implement Transportation Control Measure (TCM) projects to alleviate traffic congestion and reduce emissions.

To date, the Southern California Association of Governments (SCAG) region has made great strides in implementing TCM strategies.

Without sufficient transportation control measures, Southern California's air quality conformity status could be jeopardized. A conformity lapse could result in the loss of approximately \$8 billion in near-term programming capacity.

What is needed in this extension and in the reauthorization of TEA-21 is the further delegation of programming authority to regions to work directly with their communities in making investment choices that are critical to ensuring safe and efficient transportation systems throughout the Nation.

The extension bill does require that States reimburse localities once TEA-21 is reauthorized.

My further concern is how long can we ask our local and regional transportation entities to do without funding?

We are here today voting on a 5 month extension bill; 5 months from now I do not want to stand here speaking on another extension bill.

We cannot afford to keep putting off our responsibilities to provide adequate and timely transportation funding to the American people and to our constituents.

Finally, I want to reiterate that I support this 5-month extension of TEA-21 if it keeps our national, regional and local transportation needs at the forefront of our Congressional priorities.

All politics are local and so are their transportation funding decisions. We must be prepared to act swiftly and decisively on the reauthorization of TEA-21 when Congress returns to work in January.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, as a member of the Transportation Committee, I would like to thank Chairman YOUNG, Chairman PETRI, Ranking Member OBERSTAR, and Ranking Member LIPINSKI for their leadership as our Committee continues to push a long-term surface transportation reauthorization bill.

I appreciate that they have made this an inclusive process.

Unfortunately, the Bush Administration and the House and Senate Republican leaderships now obstruct our efforts to pass a full 6 year reauthorization bill that we urgently need to bolster our economy and create desperately-needed jobs.

In tonight's Democratic special order, I will talk about the economic stimulus and job creation that Chairman YOUNG's \$375 billion dollar bill will provide our sluggish economy.

But right now, I want to highlight a serious concern I have regarding this short term extension.

The extra flexibility given to the States in this extension may create a dangerous challenge to the transportation priorities identified by local officials.

My district is in non-attainment, and the City of Dallas, like every other city in this country, is in a serious budget crunch.

If cities and MPO's do not receive adequate funding—even for a short time—congestion and air quality problems may worsen.

I would like to remind the leadership of the Transportation Committee that I, along with many of our colleagues, will not accept extra flexibility afforded to the States if we have to pass another extension after this one.

Cities and MPO's rely on federal transportation dollars just as the States do, and we should not disrupt a funding distribution scheme that we know works very well.

Mr. EHLERS. Mr. Speaker, I rise in support of H.R. 3087 and to offer my continued commitment to passing a long-term surface transportation bill that will adequately fund the transportation needs of our Nation.

Investment in our Nation's transportation infrastructure is central to a strong economy. High-quality roads enable the efficient movement of people and goods throughout the country, facilitate just-in-time delivery and move interstate and international trade across our borders. By contrast, congestion and traffic gridlock cause workers and others to lose valuable time and result in dramatically higher fuel consumption. Improved transit systems contain urban sprawl, promote economic growth and get people to work and to entertainment in a cost-effective, environmentally friendly manner. I firmly believe that a strong investment in transportation infrastructure will provide a stimulus for economic growth at a time when our economy needs a kick start.

An efficiently operating transportation system is vital to the economic health of my home State of Michigan. As the global center of the automobile industry, our manufacturers, among others, depend on the ability to ship and receive their products without delay. Manufacturers in West Michigan must be able to get their component parts to their destinations "just in time" for their use in the manufacturing process. This system breaks down when delivery trucks are stuck in traffic, causing significant lost productivity.

The national economic and social costs of congestion are staggering: \$67 billion annually in lost productivity and wasted motor fuel; 3.6 billion hours of delay; 5.7 billion gallons in excess fuel; 1,160 in costs to the average peak road traveler; and more than a week-and-a-half of work (62 hours a year) per worker lost while sitting in gridlock.

My constituents have been calling out for Congress to take steps to stimulate our economy. What better way to do so than to pass a robust, long-term transportation infrastructure bill?

I understand that this short-term extension is necessary to keep our surface transportation programs operating past September 30 and to give us more time to complete our work on a long-term bill. I also understand that this extension will not make major programmatic or funding changes from our current programs. But, I do want to take this opportunity to make one comment about funding equity. Michigan ranks 48th out of all States in terms of the rate of return for all federal highway funds. Michigan currently receives only a 43 percent return for transit funds. Since the inception of the federal highway system in 1956, Michigan has paid \$1.71 billion more into the Highway Trust Fund than it has received back, the fourth highest amount among all States. I am a co-sponsor of Mr. DELAY'S SHARE bill to mandate a 95 percent rate of return for highway

funds for all States, because Michigan needs to get its fair share. I also support the Transportation Committee leadership's reauthorization funding levels because their proposal will help bring equity to transportation funding and help bridge the historic gap between donor and donee States. We must pass a long-term bill that will address the equity needs of donor States and provide necessary improvements to our roads, bridges and transit systems.

I look forward to continuing work with Chairman YOUNG and my fellow Members of the Transportation Committee on the reauthorization of TEA-21.

Mr. LEVIN. Mr. Speaker, I am voting in favor of this bill today because not doing so would cause irreparable harm to the States.

The current highway funding bill expires 6 days from today, and unless we pass this extension, highway and transit programs will effectively be shut down. Passage of the measure before the House will extend the highway program for 5 months, until February 29, 2004.

The reason we are in the unenviable position of passing a short-term extension is due to the intransigence of some in the White House and in the Congress, who refuse to provide the funds necessary for an adequate reauthorization bill that fairly addresses the inequities of the current mechanisms by which the Federal government funds roads and transit in this country.

My home State of Michigan is a donor State, which means it sends more in gas tax revenue to Washington than it receives back in highway funding. For the past 5 years, Michigan has received on average 88 cents back for every dollar sent to Washington. At the same time, 25 States and the District of Columbia receive more than a dollar back for every dollar sent to Washington. The bill we are voting on continues this inequitable formula for another 5 months. It is to do more to level the playing field.

I have joined 141 of my colleagues in the House in cosponsoring legislation requiring a minimum return of 95 percent for all States. We can bring this policy change about in a number of ways, but the status quo is simply not acceptable.

Mr. Speaker, we are simply passing a stop-gap measure today. The time had come for the leadership in this House to buckle down and bring forth a long-term reauthorization bill that provides fair equity to all States and affords them the ability to enact their long-term goals.

Mr. YOUNG of Alaska. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. SHAW). The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 3087, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within

which to revise and extend their remarks and include extraneous material on H.R. 3087.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

#### WATER RESOURCES DEVELOPMENT ACT OF 2003

Mr. HASTINGS of Washington. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 375 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

#### H. RES. 375

*Resolved*, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 2557) to provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes. The first reading of the bill shall be dispensed with. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill. The committee amendment in the nature of a substitute shall be considered as read. All points of order against the committee amendment in the nature of a substitute are waived. No amendment to the committee amendment in the nature of a substitute shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommend with or without instructions.

The SPEAKER pro tempore (Mr. LAHOOD). The gentleman from Washington (Mr. HASTINGS) is recognized for 1 hour.

Mr. HASTINGS of Washington. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes

to the gentleman from Massachusetts (Mr. MCGOVERN), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. HASTINGS of Washington asked and was given permission to revise and extend his remarks.)

Mr. HASTINGS of Washington. Mr. Speaker, House Resolution 375 is a structured rule providing for the consideration of H.R. 2557, the Water Resources Development Act of 2003. The rule provides for 1 hour of general debate to be equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure.

The rule provides that the amendments in the nature of a substitute, recommended by the Committee on Transportation and Infrastructure, now printed in the bill shall be considered as the original bill for the purpose of amendments and shall be considered as read. The rule also waives all points of order against the committee amendment in the nature of a substitute. Furthermore, the rule makes in order only those amendments printed in the Committee on Rules report accompanying this resolution. It provides that the amendments printed in the report shall be considered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report, equally divided and controlled by a proponent and an opponent, shall not be subject to amendment and shall not be subject to a demand for a division of the question in the House or in the Committee of the Whole.

Finally, the rule waives all points of order against the amendments printed in the report and provides for one motion to recommit, with or without instructions.

Mr. Speaker, H.R. 2557 is a bill providing for the conservation and development of water and related resources and authorizing the Secretary of the Army to construct various projects to improve rivers and harbors in the United States, and for other purposes.

The bill establishes a traditional 2-year cycle of congressional action to authorize, modify and improve the projects, programs and policies of the Corps of Engineers. It authorizes 13 "Chiefs Reports" on Federal flood damage reduction, navigation, hurricane and storm damage reduction and environmental restoration.

It should be noted, Mr. Speaker, that this bill includes provisions for streamlining and expediting Corps of Engineers project delivery and permits. It also reflects an important consensus agreement on peer review of Corps of Engineers projects.

I am particularly pleased, Mr. Speaker, that the committee has included in the manager's amendment, language permitting the Corps of Engineers em-

ployees working at dams in the Pacific Northwest, my area, to participate in wage surveys that are conducted to determine their rate of pay. This important provision would allow these employees the same participation allowed similar employees at dams in the region operated by the Bonneville Power Administration and the Bureau of Reclamation. I appreciate the committee's consideration of my request on this matter.

Finally, Mr. Speaker, the Congressional Budget Office estimates that implementing H.R. 2557 would cost \$2.6 billion over the 2004-2008 period and an additional \$2.1 billion over the following 10 years. In addition, the CBO estimates that enacting H.R. 2557 would increase direct spending by \$17 billion from the 2004 to 2008 period and by \$32 billion through 2013.

H.R. 2557 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act. Federal participation in water resources projects and programs authorized by this bill would benefit State, local and tribal governments, and any costs incurred by those governments to comply with the conditions of this Federal assistance would be entirely voluntary.

With broad bipartisan support, this bill was reported favorably to the House on July 23 by voice vote. Accordingly, Mr. Speaker, I urge my colleagues to support both H.R. 2557 and the underlying rule.

Mr. Speaker, I reserve the balance of my time.

Mr. MCGOVERN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I thank the gentleman from Washington (Mr. HASTINGS) for yielding me the customary 30 minutes.

Mr. Speaker, I am pleased to support the passage of H.R. 2557, the Water Resources Development Act of 2003, and want to begin by thanking and congratulating my colleagues, the gentleman from Alaska (Chairman YOUNG) and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR) of the full Committee on Transportation and Infrastructure, as well as the gentleman from Tennessee (Chairman Duncan) and the ranking member, the gentleman from Illinois (Mr. COSTELLO) on the Subcommittee of Water Resources and Environment for their hard work on this legislation.

This bill is the result of thoughtful bipartisan cooperation which is clearly evident in the final product. These colleagues and the committee staff deserve a tremendous amount of credit for tackling some difficult issues in this legislation, not the least of which is the reform of the Army Corps of Engineers project review process.

H.R. 2557 reauthorizes the 1986 Water Resources Development Act for the Civil Works Program for the Army Corps of Engineers.